

WHAT IS CLAIMED IS:

1. An apparatus and method for directing a boat's engine exhaust away from a person behind the boat to reduce exposure of the person to the engine exhaust, the boat having a engine with at least one exhaust manifold, the apparatus comprising:

a port side exhaust outlet connected by a first exhaust conduit to the at least one engine exhaust manifold of the boat;

a starboard side exhaust outlet connected by a second exhaust conduit to the at least one engine exhaust manifold of the boat; and

valve means connected to said first and second exhaust conduits for directing the engine exhaust out of one of the port and starboard exhaust outlets.

2. The apparatus of Claim 1, wherein said first and second exhaust conduits are connected to the at least one engine exhaust manifold at about a 90 degree angle.

3. The apparatus of Claim 1, wherein the valve means comprises a first valve connected to the first exhaust conduit for controlling flow of engine exhaust through the first exhaust conduit to the port side exhaust outlet, and a second valve connected to the second exhaust conduit for controlling flow of engine exhaust through the second exhaust conduit to the starboard side exhaust outlet, and means for linking said first and second valves so that opening of one of the first and second valves closes the other of the first and second valves, such that the engine exhaust is directed out of one of the port or starboard side exhaust outlets.

4. The apparatus of Claim 3, wherein the first and second valves are electrically controlled valves, and the means for linking the first and second valves comprises an electrical switch for opening one of said first and second valves and closing the other of said first and second valves.

5. The apparatus of Claim 3, wherein the means for linking comprises a mechanical linkage between said first and second valves.

6. The apparatus of Claim 1, wherein the valve means comprises a first valve connected to the first exhaust conduit for controlling flow of engine exhaust through the first exhaust conduit to the port side exhaust outlet, and a second valve connected to the second exhaust conduit for controlling flow of engine exhaust through the second exhaust conduit to the starboard side exhaust outlet, and means for linking said first and second valves so that opening of one of the first and second valves closes the other of the first and second valves, such that the engine exhaust is directed out of one of the port or starboard side exhaust outlets, and further comprising valve control means for controlling the valve means to switch the flow of engine exhaust from one of said port and starboard side exhaust outlets to the other of the port and starboard side exhaust outlets.

7. The apparatus of Claim 6, wherein the means for linking comprises a mechanical linkage between said first and second valves, and said valve control means comprises a mechanical control connected to said mechanical linkage for opening one of said first and second valves and closing the other of said first and second valves.

8. A method for directing a boat's engine exhaust out of either the port or starboard side of the boat, away from a person behind the boat to reduce exposure of the person to the engine exhaust, the boat having a engine with at least one exhaust manifold, a port side exhaust outlet connected by a first exhaust conduit to the at least one engine exhaust manifold of the boat, and a starboard side exhaust outlet connected by a second exhaust conduit to the at least one engine exhaust manifold of the boat, the method comprising:

controlling a flow of engine exhaust to permit the flow of engine exhaust through one of the first and second exhaust conduits, while preventing the flow of engine exhaust through the other of the first and second exhaust conduits, such that the engine exhaust is directed out of one of the port and starboard side exhaust outlets and not through the other of the port and starboard side exhaust outlets.

9. The method of Claim 8, wherein said flow of engine exhaust to said port and starboard exhaust outlets is controlled by first and second valves in said first and second exhaust conduits, respectively, and said step of controlling flow of engine exhaust comprises opening one of the first and second valves and closing the other of the first and second valves, to direct the engine exhaust out of one of the port and starboard side exhaust outlets.

10. An apparatus for directing a power boat's engine exhaust away from a wake wave on which a person is wake surfing behind and to one of the port and starboard sides of the power boat to reduce exposure of the person to the engine exhaust, the power boat having an engine with at least one exhaust manifold, the apparatus comprising:

a port side exhaust outlet connected by a first exhaust conduit to the at least one engine exhaust manifold of the power boat;

a starboard side exhaust outlet connected by a second exhaust conduit to the at least one engine exhaust manifold of the power boat; and

valve means connected to said first and second exhaust conduits for directing the engine exhaust out of one of the port and starboard exhaust outlets.

11. The apparatus of Claim 10, wherein said first and second exhaust conduits are connected to the at least one engine exhaust manifold at about a 90 degree angle.

12. The apparatus of Claim 10, wherein said valve means comprises a first valve connected to the first exhaust conduit for controlling flow of engine exhaust through the first exhaust conduit to the port side exhaust outlet, and a second valve connected to the second exhaust conduit for controlling flow of engine exhaust through the second exhaust conduit to the starboard side exhaust outlet, and means for linking said first and second valves so that opening of one of the first and second valves closes the other of the first and second valves, such that the engine exhaust is directed out of one of the port or starboard side exhaust outlets.

13. The apparatus of Claim 12, wherein said first and second valves are electrically controlled valves, and the means for linking the first and second valves comprises an electrical switch for opening one of said first and second valves and closing the other of said first and second valves.

14. The apparatus of Claim 12, wherein said means for linking comprises a mechanical linkage between said first and second valves.

15. The apparatus of Claim 10, wherein the valve means comprises a first valve connected to the first exhaust conduit for controlling flow of engine exhaust through the first exhaust conduit to the port side exhaust outlet, and a second valve connected to the second exhaust conduit for controlling flow of engine exhaust through the second exhaust conduit to the starboard side exhaust outlet, and means for linking said first and second valves so that opening of one of the first and second valves closes the other of the first and second valves, such that the engine exhaust is directed out of one of the port or starboard side exhaust outlets, and further comprising valve control means for controlling the valve means to switch the flow of engine exhaust from one of said port and starboard side exhaust outlets to the other of the port and starboard side exhaust outlets, and further comprising valve control means for controlling the valve means to switch the flow of engine

exhaust from one of said port and starboard side exhaust outlets to the other of the port and starboard side exhaust outlets.

16. The apparatus of Claim 15, wherein the means for linking comprises a mechanical linkage between said first and second valves, and said valve control means comprises a mechanical control connected to said mechanical linkage for opening one of said first and second valves and closing the other of said first and second valves.

17. A method for directing a power boat's engine exhaust out of either the port or starboard side of the power boat, away from a wake wave on which a person is wake surfing behind the power boat and to one of the port and starboard sides of the power boat to reduce exposure of the person to the engine exhaust, the power boat having an engine with at least one exhaust manifold, the boat having a engine with at least one exhaust manifold, a port side exhaust outlet connected by a first exhaust conduit to the at least one engine exhaust manifold of the boat, and a starboard side exhaust outlet connected by a second exhaust conduit to the at least one engine exhaust manifold of the boat, the method comprising:

controlling flow of engine exhaust to permit the flow of engine exhaust through one of the first and second exhaust conduits, while preventing the flow of engine exhaust through the other of the first and second exhaust conduits, such that the engine exhaust is directed out of one of the port or starboard side exhaust outlets and not through the other of the port and starboard side exhaust outlets.

18. The method of Claim 17, wherein said port and starboard exhaust outlets are connected to said at least one exhaust manifold by first and second valves, respectively, and said step of controlling flow of engine exhaust comprises opening one of the first and second valves and closing the other of the first and second valves, to direct the engine exhaust out of one of the port or starboard side exhaust outlets.

19. An apparatus for directing an engine exhaust away from the area in the wake of a boat, the engine having at least one exhaust manifold and an exhaust system directing exhaust gasses out of the rear of the boat, the apparatus comprising:

a secondary exhaust system arranged to direct the exhaust in a vertical direction away from the wake of the boat;

a valve in the exhaust system capable of diverting exhaust from the exhaust system into the secondary exhaust system; and

a control mechanism to actuate the valve to thereby direct exhaust gasses into the secondary exhaust system.

20. The apparatus of claim 19, further comprising:

a remote control for said control mechanism to allow an operator to divert said exhaust gasses into said secondary.

21. The apparatus of claim 20, wherein said remote control is a cable connected at one end to said valve and at the other end to a lever in said boat.

22. The apparatus of claim 20, wherein said valve is actuated by an electric motor and said remote control is a switch which actuates said motor.